/11 cont./

*795 [793] It is to Touba that the young Murids come to learn the Koran; each marabout there has his own school which forms his young talibés.

It is in Touba also that, grouped around their marabout (or his residence), the faithful dwell, those who wish to live a holier life in permanent contact with their religious leader and working each day for them and with them.

[788] [778] It is to Touba, finally, that every good Murid must go once a year in order to pray at the tomb of the founding saint of the brotherhood, at that of the khalife /caliph/, first successor, and especially in order to pay a visit to the present Caliph-general and to give him the offerings intended in particular for the continuation of the work on the mosque; this is the Magal of which we shall speak again below.

361 *795 /12/ The city appears like a great "escale" /commercial center/ of the bush. Wide avenues separate the vast carrés /compounds/ of the various marabouts from one another. A plan for division into lots was drawn up, but it has not yet been applied, Falilou M'Backé, the Caliph-general, having feared, at the last moment, the far-reaching consequences.

Touba is thus a great center. Its development and the considerable number of persons who come there for the Magal have [312] [496] necessitated special arrangements. Drillings have been made in order to ensure the water supply of the holy city, which is, moreover, linked to M'Backé and Diourbel by a railroad. On the other hand, no commercial establishment has settled in Touba, and the trading center has been fixed at M'Backé.

346 *795 Touba's center of attraction is its mosque, an Islamic monument unique in Senegal.

It was Amadou Bamba himself who decided to have it constructed, and in 1926 he asked his faithful to bring the first stones for it to Touba, but it was Amadou Mustapha, his son and first successor, who began the first work on it, after receiving by lease from the Administration a piece of ground of 400 hectares on which he could build it.

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To complement an urban geographical study of Thiès (1),

1. "La ville de Thiès /The City of Thiès/," to appear soon in Études Sénégalaises.

a city located about 60 kilometers as the crow flies from Dakar, we have made an investigation in the villages of its suburbs.

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The sole object of this investigation was to learn to what extent the presence of a city founded entirely by Europeans as early as 1885 (date of the running of the Dakar--Saint-Louis railroad) may have effects on the neighboring rural groupings.

Consequently, this study will deal only with the relations that may exist between the city and the neighboring villages; agricultural problems will be dealt with only to the extent that they help to clarify certain aspects of the question.

[563]

Seven villages were chosen. These agglomerations contain populations that belong to the principal ethnic groups of the region: Sérère-none /Serer/ at Tiali, Thiès-none, and Sapko; Wolof at Diakhaté and Keur-Mamour; Bambara and Wassoulonké at Karamoko and at Keur-Issa-Bambara (see the sketch below). All of these localities are located within a radius of less than ten kilometers around the city.

The presence of a city in a given region may have disturbed rural life in very different ways, depending on the distance from the village to the city and depending on its ethnic composition.

It may have acted on the choice of the site for the village, on its arrangement, on the creation of new rural groupings.

It may have caused modifications in the type of the traditional settlement, in its interior comforts, in its modes and methods of cultivation.

/372/ Finally, and above all, it may have led to more or less profound perturbations in the social and economic organization of the village.

Before developing these three points it seems necessary to

3: Savonnet --3 E-5 (no date) 1955 MS37 Senegal MS37
Serer FA32
Wolof MS30

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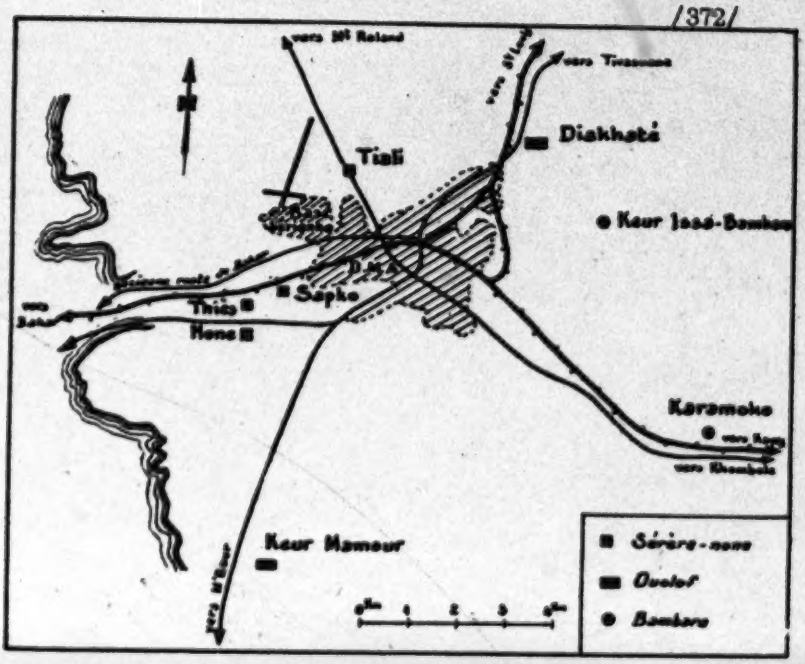

Fig. 1. Thiès, location of the villages mentioned in this study.

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361 /373 cont. / by its internal plan (it is dispersed in a loose arrangement), but by the arbored countryside that surrounds it.

Karamoko, on the other hand, resembles a Wolof village: few or no trees except around the huts, a monotonous and open countryside.

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369 The founding and the rapid growth of Thiès seems to have entailed perturbations in the life of the neighboring villages, especially at the end of the last century.

/374 cont./

369 [438] became a relatively flourishing commercial center; each year more than 20,000 metric tons of groundnuts were handled by the traders of the place and sent by railroad to the ports of Rufisque or Dakar. As early as 1907 the first work on the Thiès-[496] Kayes railroad was begun. All of this new economic activity [464] required the employment of many laborers, who were in part recruited on the spot, but also in the neighboring villages.

369 166 [464] During the dry season, work in the fields is reduced. A number of rural people in the vicinity come to offer their services as workers in the factoreries (2) or in the newly opened

[443] 2. Factorerie: shop where everything is sold.

[461] yards /chantiers, dockyards, woodyards, etc./. Some of these villagers feel that this kind of work is less arduous and more remunerative than that of agriculture. They become definitively attached to urban life and come to swell the population of the native quarters previously established.

[484] [22] Others return every evening to the village. During the rainy season they leave their urban job and devote all their activity to work in the fields.

During this whole period prior to the Great War the suburban village seems to have played the role of intermediary or rather of relay-station between the hamlet in the bush and [464] the city. The call for non-specialized labor had echos not only in the outskirts /375/ of the city itself, but also in the more distant villages. Curiosity about new things, the opportunity to escape familial tutelage, and especially the promise of relatively high earnings stimulated some immigration movement toward the escales.

[574] By means of the great hospitality that he knows will be shown him by relatives or friends who live in Diakhaté or Keur-Issa-Bambara, the rural person settles in these agglomerations.

5: Crowder J-5 (1955-1961) 1962
MS37 Senegal MS37

Africans. Indeed only very small scale trading is in the hands of Africans, otherwise large scale commercial enterprises are run by Europeans, and most of their managerial staff being European. Between these large scale organisations, the whole range of middleman trade is dominated by Lebanese and the so-called *petit blancs*. Small shopkeeping is predominantly in the hands of the Mauritanians, though larger shops particularly in Dakar, are run by Lebanese and Europeans. At first sight this would seem to be an unhealthy situation, and it would be foolish to ignore the inherent dangers in it. But the most ardent critics of this state of affairs are as often as not visiting Africans, not the Senegalese themselves. When a Nigerian shops in Printania or goes to the local bank in Dakar, he is shocked by the number of Frenchwomen employed in jobs he is accustomed to seeing held by Africans in Lagos. But in considering the rather special case of Dakar one must take into account a number of factors that are often overlooked by would-be critics.

Senegal is a territory of only 3,100,000 people and in the normal run of education in French-speaking African states, even taking into account Senegal's special position among them, the percentage of the population available to fill managerial and sub-managerial posts or indeed any 'European-style' job in all sectors of the economy, can hardly match up to the requirements of the most highly industrialised city in West Africa. In addition Dakar has a large international airport and a port that was the third largest in the French Union. It is also the centre of government for Senegal and the terminus of a railway. It is not surprising therefore that Senegal finds it more difficult to find the appropriate number of Africans to fill its senior posts in commerce and industry than Lagos which has a Nigerian population of over 36 million to draw on. Furthermore Lagos is in the centre of an area where missionaries have been active for over a hundred years and consequently

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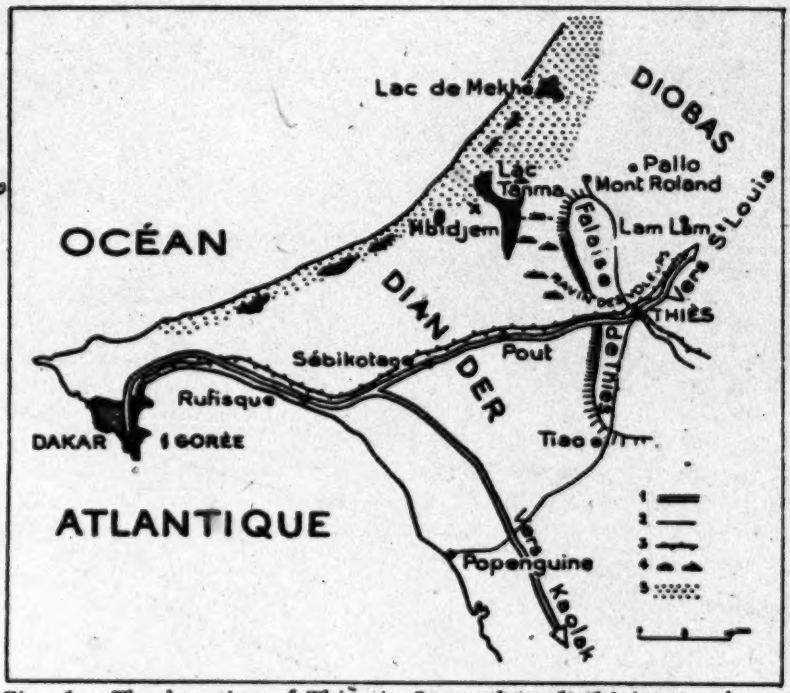

Fig. 1. The location of Thiès in Senegal. 1. Main paved road; 2. secondary road; 3. railroad; 4. swamps; 5. sand.

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Verde Peninsula. As long ago as this epoch Thiès seems to have been a strategic point and support point of primary importance.

As early as 1880 the provinces of Diander and Diobas were pacified. The military posts lost their importance and were abandoned one after the other, for example, Nguiguis (near Tivaouane) and Mbidjem. Only the one at Thiès, because of its exceptional location, survived and developed.

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2. The commercial escale (1880-1923).

The years of the decade 1880-1890 correspond to the period of the development of groundnut cultivation in Senegal and to the construction of the Dakar--Saint-Louis railroad.

/73 cont./

175 369 499 133 The surveys for the future course of this railway revealed that the shortest route would have to follow the Atlantic coast, but since this is bordered by dunes it would necessitate some important construction work. The passage across the slope of Thiès was also a serious obstacle, but the "Ravin des Voleurs" made access to the plateau possible; the line would thus follow the valley which cuts the brow of the hill, then the depression which follows the plateau to the east, and would pass in front of the military fort established at its extremity.

175 369 [361] The fortune of Thiès was made: as early as 1885, the date of the opening of the railroad, the merchants of Rufisque set up branches there; a plan for dividing the future city into lots was outlined. This plan, unfortunately, foresaw the development of the city only north of the line, along the trail connecting Thiès with Rufisque and Dakar. A Catholic [797] mission was established in the vicinity, and in 1893 the first civil administrator occupied the new residence built near the Faidherbe redoubt.

175 369 439 [496] [492] The groundnut policy developed successfully; 20,000 tons of groundnuts were shipped by rail from the Thiès station in 1890 (3). Commerce, however, was not established in

3. Convoys of camels competed with the railway up to 1910 and transported their cargo to the port of Rufisque. Thiès was the last stop before reaching the quays of embarkation 50 kilometers away.

[366] [441] permanent fashion in the escale: only during the period of trading (from November to May) did the European employees sent by the firms of Rufisque live in the city and buy groundnuts, millet, cotton ... at their branches; from May to November they returned to Rufisque, and most of the shops in Thiès were closed, the city seemingly dead.

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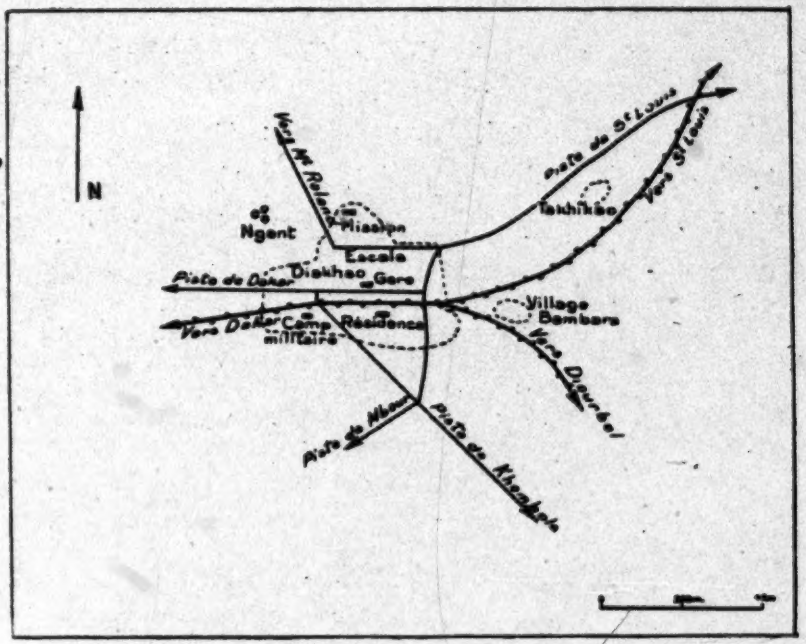

Fig. 2. Thiès in 1910.

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acquired during the period of hostilities, their knowledge of the language, and their great aptitude for adapting themselves to the customs of the country and for living under very curtailed conditions /76/ made these newcomers serious competitors whom French commerce tried, but in vain, to eliminate. All the concessions of the northern escale were now occupied (5); the

5. There was no question of extending the first lots farther to the north; the concession ceded to the Mission prevented such an extension.

newcomers -- chiefly Syrians -- set up their factorerie (6) in the

[443]

6. Factorerie: shop where everything is sold and where at the same time

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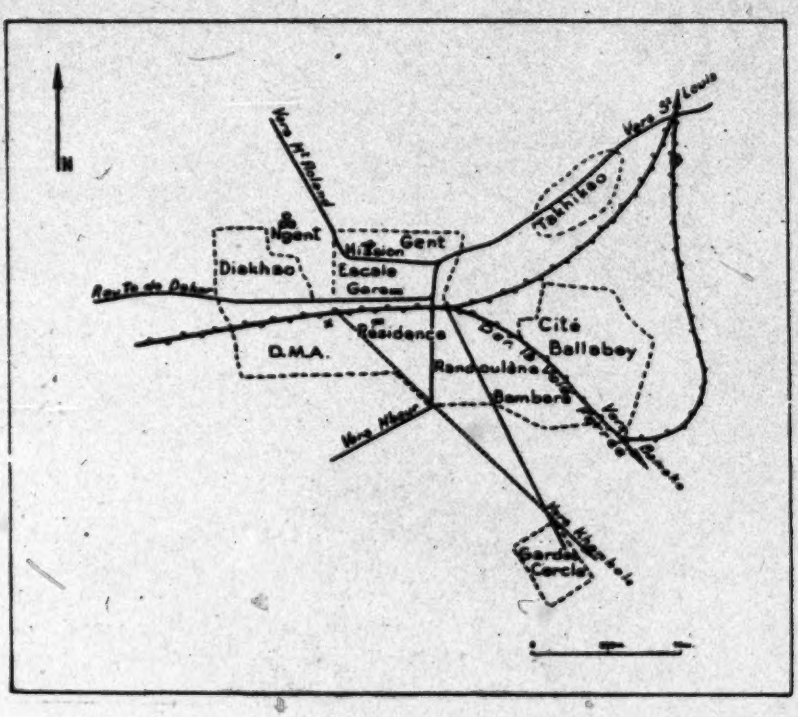

Fig. 3. Thiès in 1940.

351 buildings pierced here and there by a portal which gives access to the courtyards, always littered, of the shop or workshop. /79/ /Fig. 3 appears here./

361 [341] One now sees a modification of this oldish architecture and attempts at renovation. This quarter, built essentially for commercial purposes, did not leave any space free for expansion; no plaza, no small garden offers a pleasant spot in this assemblage dedicated essentially to trade.

The quarter of the Residence is quieter, and also cooler. The arrangement of the settlement pattern is looser; the houses are spread out, and each is separated from its neighbor by a [351] kitchen garden, a courtyard, or a small pleasure garden. Near the administrative buildings care has even been taken to reserve and arrange some public squares in the shade of immense Gambia

18: Savonnet--19 E-5 (ca. 1955) 1956 MS37 Senegal

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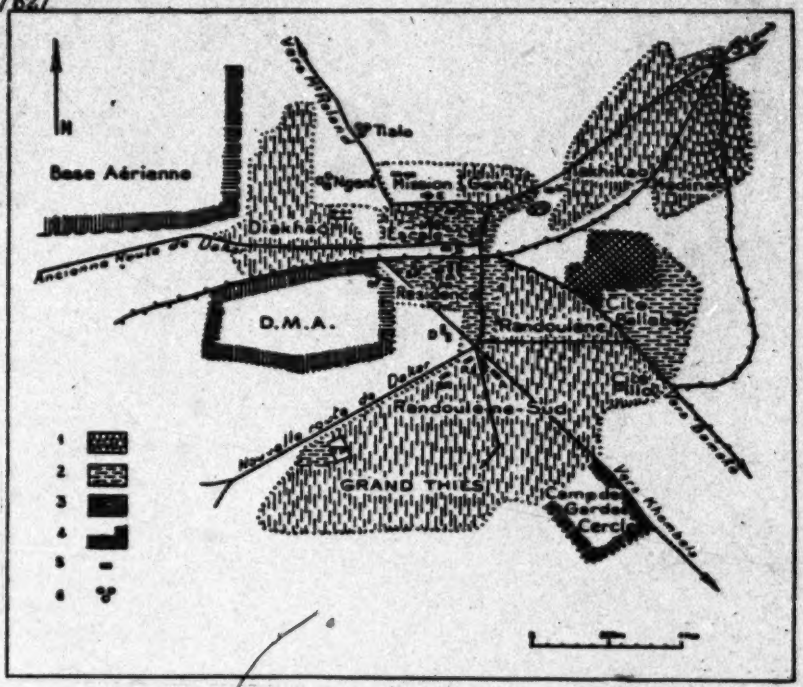

Fig. 4. Thies in 1954.

1. Residential zone of Africans; 2. Residential zone of Europeans; 3. Industrial zone; 4. Military bases;5. Administrative and religious buildings; 5. Village. E-- Catholic church; U-- Mosque; V-- Posts; C-- College; L-- Police; S-- Station; N-- Gendarmery; P-- Primary school; RF-- Faidherbe Redoubt; SP-- Société de Prévoyance /Welfare Society/; M-- Town Hall. T-- Treasury; R-- Residence of the Commander of the Circle; Pr-- Prison; D-- Dispensary; TP-- Public Works; PJ-- Palace of Justice; GR-- Bus station; P-- Collector's office. A-- Firemen.

/5 cont./

177 244 early as 1560 Alvarez de Almada speaks of the abundant harvests of mantiga eaten fresh by the Mandingue /Mandingo/. In 1840 a Paris chemist, Rousseau, discovered the wealth of oil in the groundnut. In 1841 the brig "Zénith" transported 70 metric tons of nuts to Rouen. Protêt and Faidherbe encouraged this crop, which, in the framework of the colonial economic system, progressed rapidly from the coast toward the interior, thanks to the possibilities of the natural environment.

132 From the Senegal River in the north to the Casamance in the south, the climate of the country changes by successive transitions from Sahelian characteristics to Sudanese aspects. A long dry season of nine months in the north, shorter in the south, from October or December to May-June, contrasts with a "winter season" of three to five months, depending on the region. The frequency and the importance of the precipitations increase from north to south. They go from 350 millimeters in the region of Louga to 1,200 millimeters in that of Ziguinchor. Whereas the coast is moistened by the humid trade wind, the Ferlo to the east is like a desert. These conditions are nearly /6/ ideal for a 244 plant whose vegetative cycle is short -- about 120 days -- and which germinates easily in a slightly moistened soil, develops under heavy rains, and bears fruit best during the dry days that follow.

134 244 The soil conditions also seem to be wholly favorable. The plant is not very demanding with respect to fertility; essentially it requires a light soil, because the fructification is underground. The silico-argillaceous soils of the center of Senegal (the dek of the Ouoloff /Wolof/) and the sandy soils of the north (the dior of the Ouoloff) suit the groundnut perfectly.

496 244 311 The expansion of the area of cultivation, from the coast and the estuaries toward the interior, has been led by the railroads. The Dakar--Saint-Louis railroad, built in 1885, explains the essential role of Cayor in groundnut production at the beginning of the century, since it was along the Dakar-Niger line, achieved in 1888, that the groundnut front progressed toward the east. Today this front, which in the south has broken into the

/6/
496 edges of the woodlands of Casamance, has reached the Ferlo
244 and the zone of the lateritic cuirasses of the east.
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I. The Types of Groundnut Cultivation in Senegal

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[433] The very symbol of the product of "trade," the groundnut is essentially cultivated by the autochthonous peasants, who devote to it an important part of their activities.

1. The types of autochthonous cultivation. Whatever the place of the groundnut may be in the system of crops, one always finds, within the framework of the very short agricultural cycle of winter, the same techniques for the preparation of the soil, the same kinds of tillage.

Everywhere in Senegal the traditional technical contrivances are primitive and permit only rather crude tillage. The
[418] lopping tool, the rhock, a kind of fork with two prongs, the hilaire, formed by a quite long handle and a flat blade in the shape of an ace of hearts, and the hoe, or daba, constitute the essential equipment.

In the spring, at the end of the dry season, the trees and bushes are topped with the lopping tool to 60 or 70 centimeters from the ground. Only the "Faidherbia," stripped of their leaves in winter, are spared. The branches are burned on the spot; their ashes are the sole fertilizer for the field recovered from the bush. The mutilated and burned trunks, the stumps left in place, give it an unfinished and disorderly appearance. Soon after the first rains, generally in June, one proceeds with the sowing. In the holes /7/ four to five centimeters deep, made with the daba or with the handle of the rhock, the cultivator puts one or two groundnut seeds and then, with the heel, covers them with soil. These holes, made in a row, are generally 30 centimeters apart. In July and August, one proceeds with several weedings and dressings with the daba in order to mellow the soil. In September the last cleaning out of foul grasses is done by hand. When the stalks wither, the shells have reached maturity,

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Fig. 1. Domain of the groundnut in Senegal.

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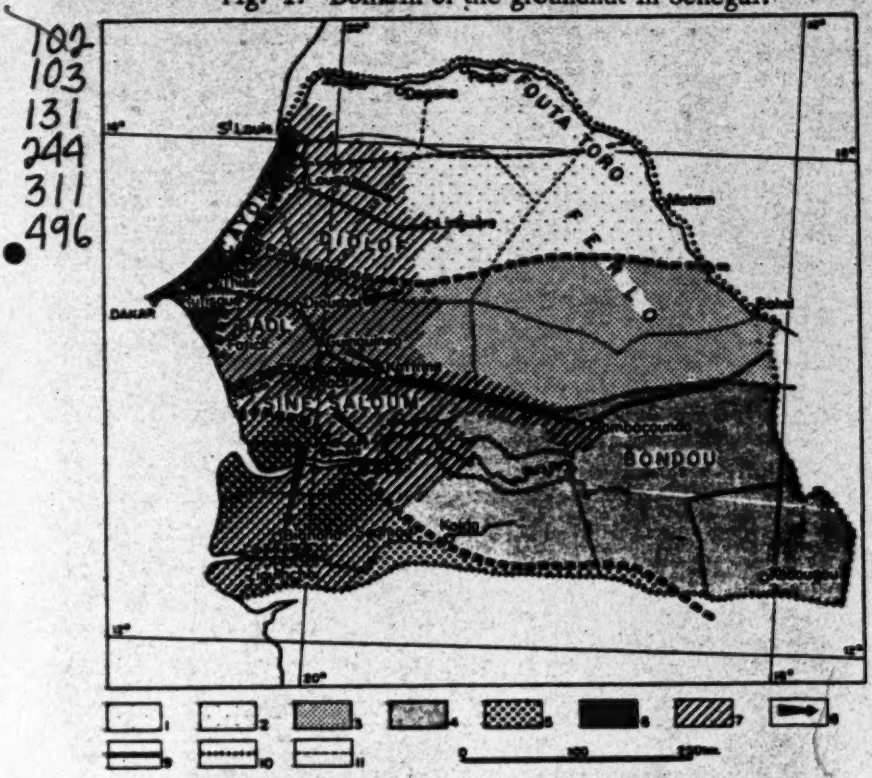

1. Sahelo-Saharan zone:
2. Sahelo-Sudanese zone;
3. Sudano-Sahelian zone .
4. Sudano-Guinea zone.
5. Guinea zone.
6. Coastal zone with relics of the Guinea woodland.
7. Groundnuts.
8. Progression of the domain of the groundnut.
9. Railroad.
10. Boundaries of the states.
11. Boundaries of the circles.

19: Pehaut--20 K-4 (no date) 1961 MS37 Senegal MS37

/Between pp. 16-17/ Plate II

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A. Trade: transporting the groundnuts to the trader (Diourbel).

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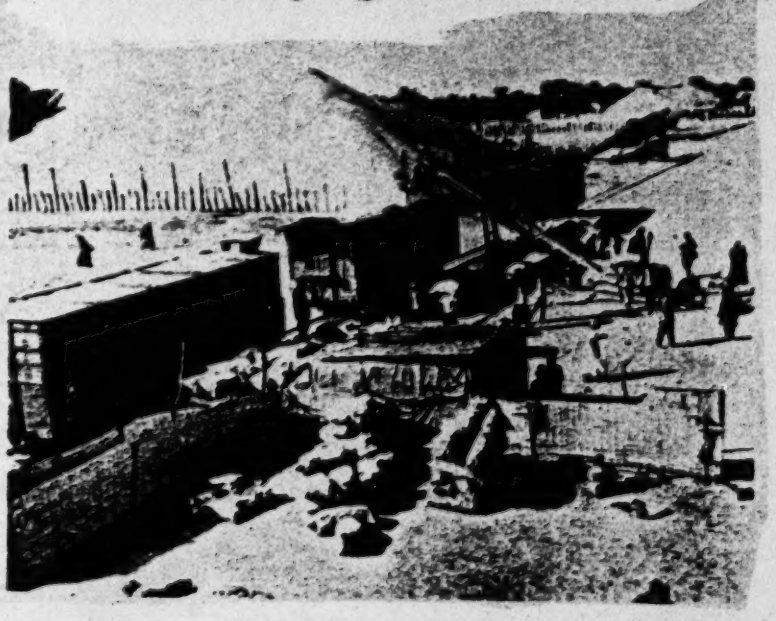

B. Loading the loose groundnuts into the cars at the station in M'Backé.

/377 cont./

369 633 The reconstitution of the municipality in 1956, a simple electoral operation, proved /378/ /Fig. 2 appears here/ to be incapable of giving life to Gorée; at the beginning of 1961 it was forced to reattach itself to Dakar, for which it is nothing more than a tourist annex. Nevertheless, due to the crisis in housing [362] in Dakar, it offers its old houses to workers from the victorious great city.

369 505 496 487 The elimination of the other rival centers was not as easy, but no less radical. The railroad linking Dakar and Saint-Louis, finished in 1885, did not immediately bring about the decline of the old Senegalese capital. On the contrary, asleep since entry up the river became impossible because of the increase in tonnage of the ships, it seems to have gained a revival of activity, especially after the construction of the Kayes-Niger section of the railroad at the end of the century. In fact the products destined for the Sudan or coming from there, which took the path [439] of the Senegal River, were subjected to an obligatory freight-break there, which made Saint-Louis a quite important mart. But the construction of the Thiès-Kayes railroad after the First World War and the /379/development of automobile traffic had the effect, on the one hand, of directly annexing the Sudan to the zone of influence of Dakar, and, on the other hand, of isolating Saint-Louis and the old escales /trading centers/ of the Senegal River and accelerating their economic decline (Fig. 2).

369 [633] Bakel, Matam, Podor, and Dagana are no more than administrative centers without any great economic activity. Saint-Louis, continuing as the capital of Senegal, preserved an appearance of vitality longer. But in 1957 Dakar robbed it of this function to the great despair of its population, which, after a phase of violent opposition, complains today in a passive resistance that the tokens of sympathy and the promises expressed a thousand times in the official speeches of the state authorities do not come to anything.

369 505 439 As for Rufisque, for a long time it had more economic trump cards than Dakar. In fact, when the port had not yet been constructed at Dakar, it was more advantageous to load the

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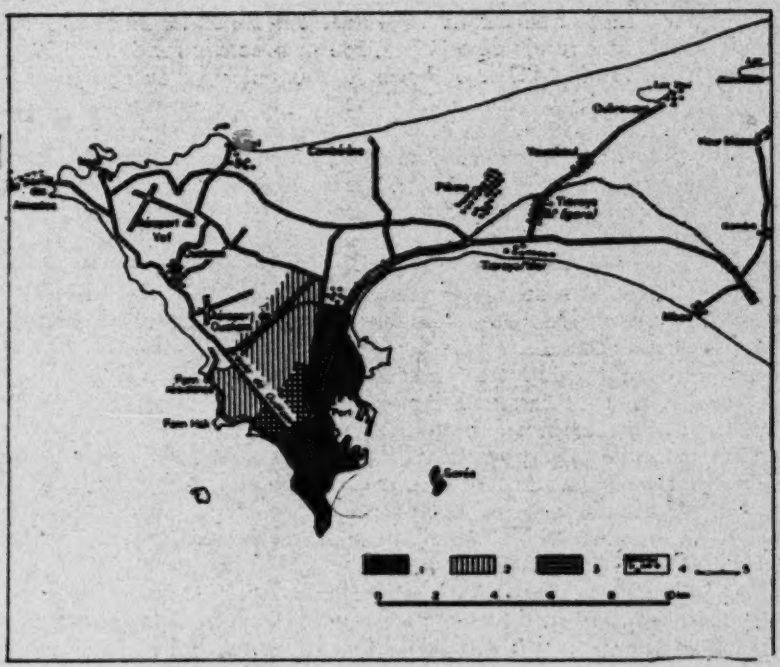

Fig. 2. The quarters of Dakar. --1. Dakar-ville and the industrial zone; 2. Greater Dakar; 3. Médina; 4. villages of the suburbs; 5. railroads.

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[441] groundnuts at Rufisque, nearer to the centers of production in Cayor. Therefore Rufisque soon became the groundnut capital. As early as 1862, 27 European or Goréan merchants were established there (and 12 at Bargny, located three kilometers farther to the east). Three years later, this figure climbed to 35 (14).

14. Note 1 in Fondation de Dakar, op. cit., p. 328.

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633 The activity at Rufisque was so great and the launching of Dakar so

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1958, op. cit., Vol. I, p. 35: 1910, 24,000; 1921, 32,000; 1931, 54,000; 1945, 132,000; 1955-56, 231,000.

[633] there, nevertheless give an acceptable idea of the direction of the development of the population of Dakar. The first 20 years that followed the construction of the port were characterized by a not very spectacular progression, the population merely having doubled, going from 24,900 in 1910 to 54,000 in 1931. This relative slowness of growth should undoubedly be attributed to some check due to the First World War, but it is basically explained by the then very imcomplete [496] character of the modern paths of penetration, the railroads from Thiès to Kayes and from Louga to Linguère not having been finished until after the war. By contrast, the progression has been particularly rapid in the 20 years that followed, and, in spite of the checks that would seemingly have been put into operation by the Second World War, the population has more than quadrupled between 1931 and 1955, reaching 230,000 inhabitants at the latter date (19).

[113]

19. Recensement démographique de Dakar 1955. Résultats définitifs, 1er fascicule /Demographic census of Dakar for 1955. Final Results, No. 1/. Publication of the Service de la statistique de l'ex-A.O.F., July 1958. The following figures given for the population of Dakar have been taken from this number or have been calculated from the figures that it gives.

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This Dakar population, very diverse in its make-up, is an almost complete sampling of the ethnic groups of Senegal, to which are added elements from the other territories of former French West Africa and also some non-Africans. Thus, jostling

[Text continues on P. 20--Analyst]

/Between pp. 382-383/

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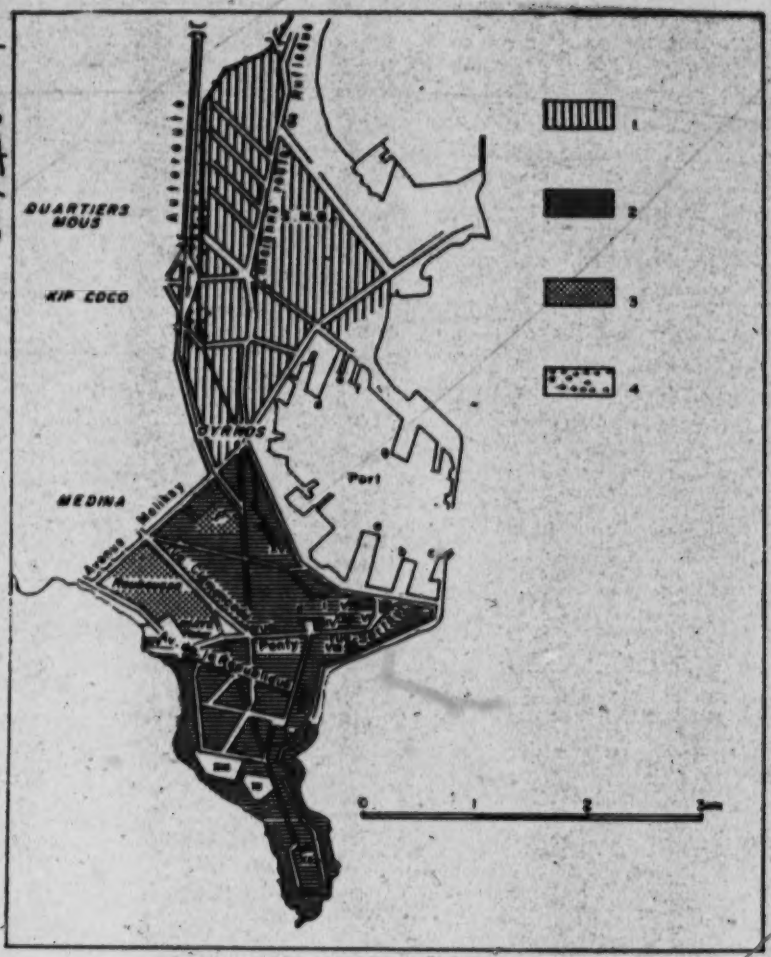

Fig. 3. Dakar. The port and the industrial zone. -- 1. The industrial zone; 2. the very urbanized sections; 3. low quarters; 4. irregular quarters.

(Caption Continued on following page.)

/Fig. 3 Caption cont./

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a-g. The piers. -- I. Town Hall. -- II. Chambre de Commerce. -- III. Sandaga Market (Ponty-Clemenceau cross-roads). -- IV. Former Palace of Justice. -- V. General Postoffice. -- VI. Treasury. -- VII. Kermel Market. -- VIII. Military Circle. -- IX. Residence of the President of the Republic. -- X. Military Hospital. -- XI. African Hospital. -- XII. Palace of Justice. -- XIII. Camp Bornis. -- XIV. Camp Galliéni.. -- XV. Station.

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/383 cont./ one another in Dakar are Lébou, Ouolof /Wolof/, Toucouleur /Tukolor/, Sérère /Serer/, Sarakolé, Diola, Socé, etc., who are Senegalese, but there are also Mauritanians, Sudanese, Voltaics, Guineans, Ivorians /persons from the Ivory Coast/, Dahomeans, Cape Verdeans, Lebano-Syrians, French, etc. The Lébou, who are the original population of Dakar, today represent scarcely one-tenth of the population, exceeded in number by the Oulof, the Toucouleur (20), and even by the 30,000 non-Africans,

[113]

20. A. Diop, "L'immigration toucouleur à Dakar (enquête /investigation/ 1958-1959)," I.F.A.N., Dakar, p. 1. The author, citing an investigation by the M.I.S.O.E.S., gives the figure of 31,000 Toucouleur in 1959.

among whom the French constitute a great majority of close to 23,000 persons in residence. This character of Dakar as a

[166]

region of call is illustrated first by the fact that only a little more than one-third of the population was born there. /384/ and then by the quite obvious inequality between the number of men and that of women. Before the war, among the Europeans, there were 65% men as against 25% women and 10%

[744]

children (21). Today the systematic destruction of the

21. Morazé, Ch., "Dakar," op. cit., p. 630.

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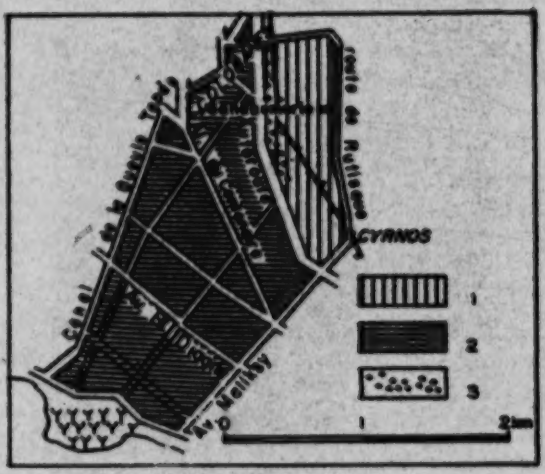

Fig. 4. Médina. -- 1. Industrial zone;
2. quarters more or less urbanized;
3. irregular quarters.

369 which progressively transformed the Dakar agglomeration.
563 There was first the creation of the S. T. A. G. D. (Service temporaire de l'aménagement du Grand-Dakar /Temporary [361] Office for the Arrangement of Greater Dakar/) for a systematic urbanization of the city. Then there was the decision to promote a policy of lodgings for African officials, while a society for a mixed economy, the Société Immobilière du Cap-Vert (S. I. C. A. P.) /Building Society of Cape Verde/ [362] studied and made up forms for cheap dwellings for mere renting or for rent-sale. At the same time there was the law called "Lamine Gueye," which equalized upward several [465] elements of the African and non-African wages at the time when "l'africanisation des cadres" /Africanization of the [647] staffs/ was promoted, which led to a mixture of Africans and Europeans in the administrative lodgings and in the new quarters for officials. Finally, first the staff-law and then autonomy

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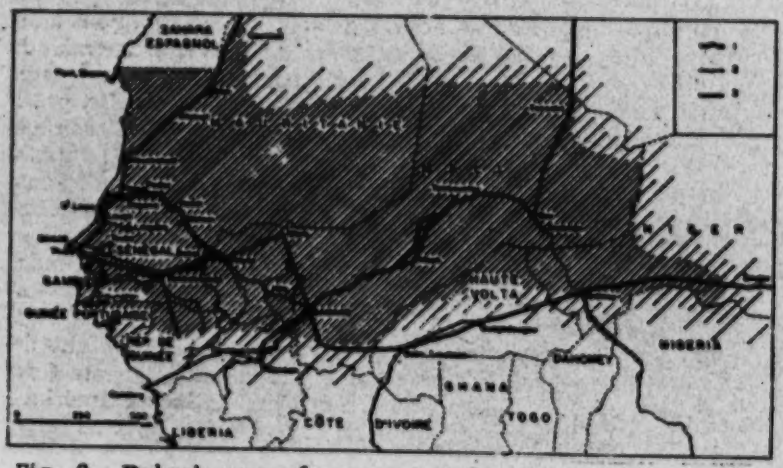

Fig. 6. Dakar's zone of economic influence.
1. Navigable course; 2. railroad;
3. road.

369 Sudanese interior, but also for the whole of former French West
433 Africa through the role of management that the administrative
439 offices, the banks, and the great commercial agencies play from Dakar.

In truth, however, this pre-eminence of Dakar which rests only on its role as a relay-station, a "service station," which receives for redistribution, carries with it grave weaknesses. And first of all it is necessary to note that the influence of Dakar, which extends supremely over a regional assemblage larger than France, is actually /392/ nothing less than a sign of the underdevelopment of the regions thus dominated. It in fact signifies for them an economy of trade, without local conversion of the products, with few urban centers playing an important role in regional management. Now, precisely this influence, while maintaining the economy of trade, prevents any new orientation of the economy in a national sense. Because of this, the ties uniting Dakar with its zone of influence appear to be of the same nature as those that tie the colonies to their mother countries, or, more accurately, they are only shackles; the nationalism of the new states will confuse them in a similar

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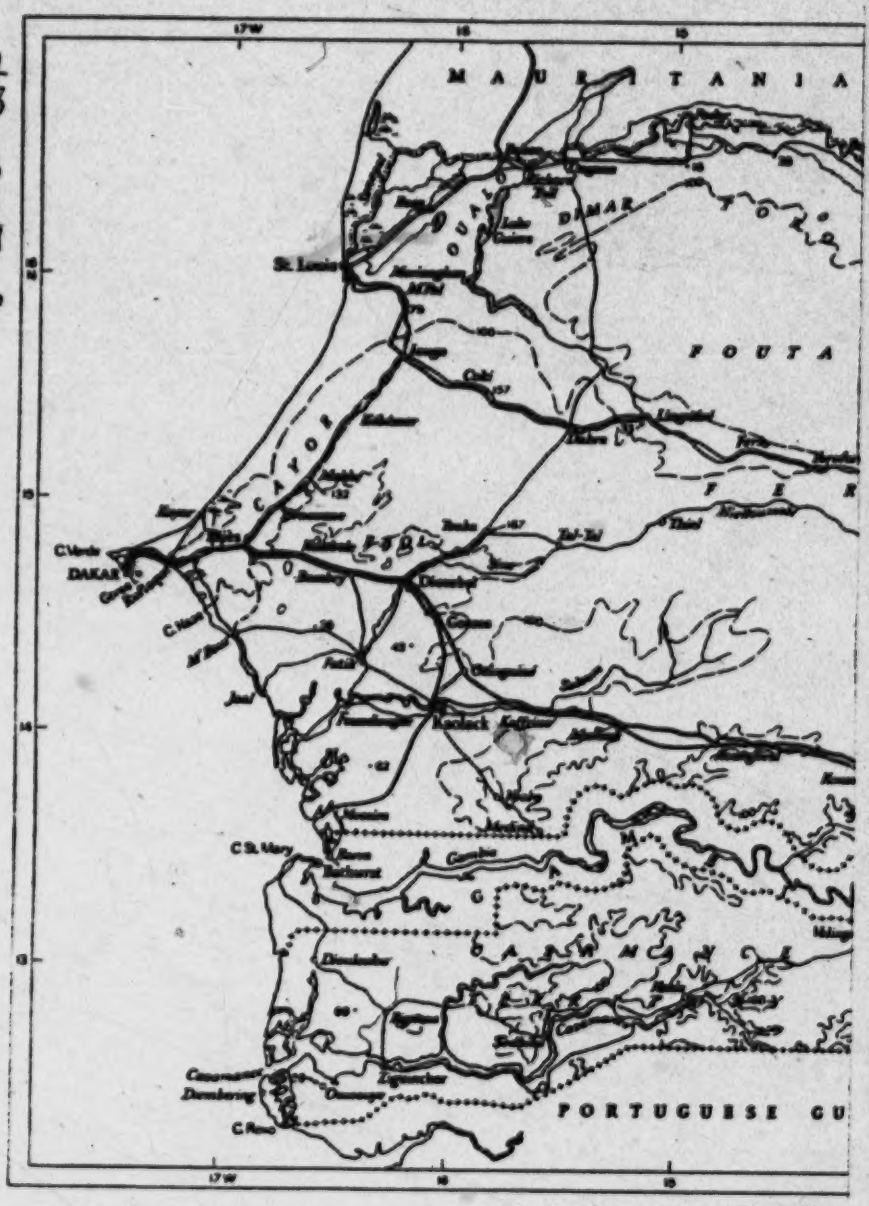

FIG. 47. Senegambia

[Facing P. 395 (1)]

[Pp i-xvi and pp. 1-394 not processed]

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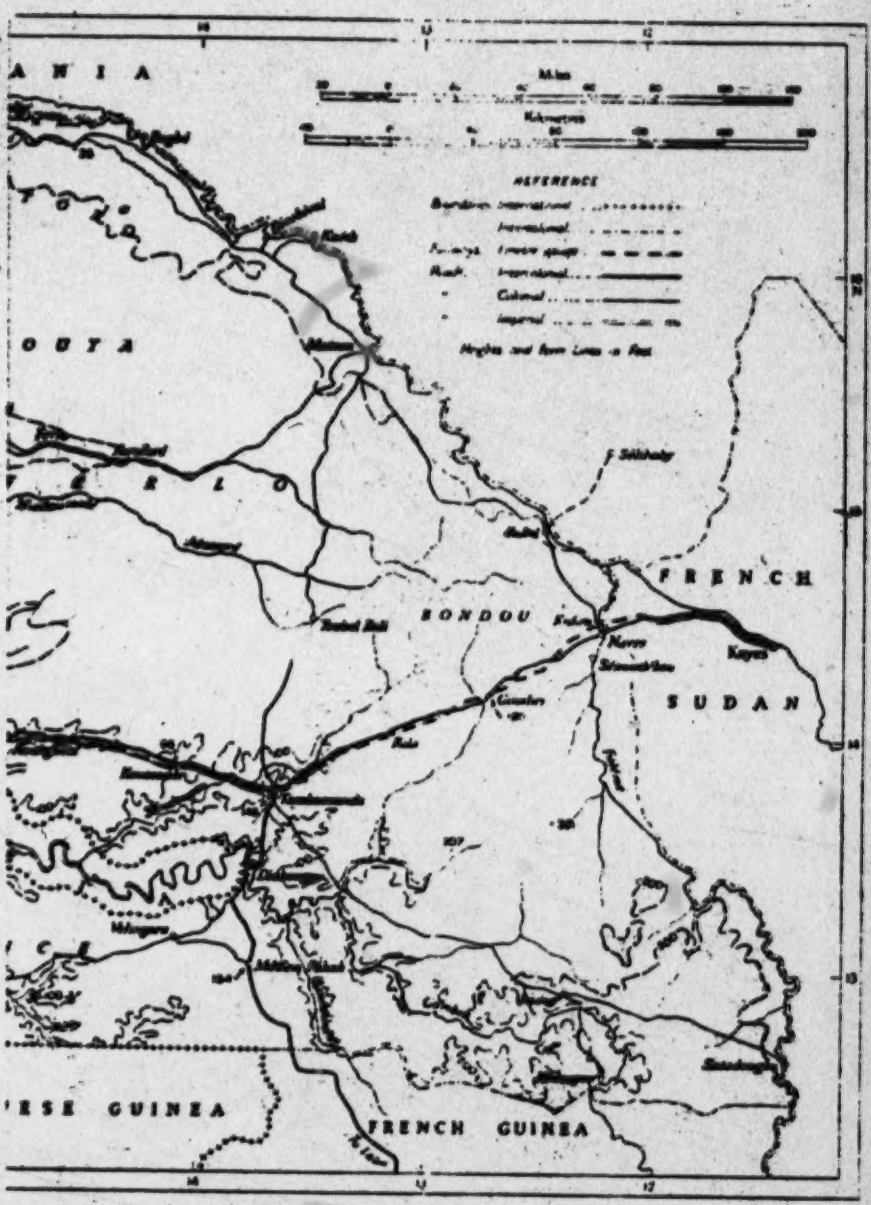

Fig. 47. Senegal

[Facing P.395(B)]

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37

133 to an average height of some 130 feet. Rocky outcrops frequently break its lateritic surface, and the rise from the valleys is invariably abrupt.

The south-east of the colony is mainly the basin of the Gambia, but some parts are drained to the Falémé. Much land is over 300 feet, and, as the surface rises to the Palaeozoic sandstones and pre-Cambrian quartzites of Fouta Jalon, the valleys of the Gambia and of its tributaries, the Nieri Mango, the Niocolo Koba, and the Koulountou, are proportionately deeper. The side valleys of the first two, indeed, are little more than very narrow gullies. Just east of the 13th meridian steep hills rise on either side of the Gambia itself, and, some 15 miles west of Kédougou, a broken spur strikes north from French Guinea. Upon it heights of over 1,300 feet rise above scarps of 300 or 400 feet, and, although the river now beheads its northern end, it has forced the Gambia to take a great northward loop. East of Kédougou the country is more open, for the intercolonial boundary follows the scarps that mark the northern limits of Fouta Jalon.

3. THE COAST

THE total distance from the Mauritanian boundary to Cape Roxo is 333 miles, but 40 miles of this are in the Gambia. The coast of Senegal may be divided into four unequal parts: the mouth of the Senegal river, the smooth curve that flanks the interior plain, the Cape Verde peninsula, and the creeks and estuaries of the south.

The Canary current sets southward along the northern part of the coast, but south of Cape Verde it varies with the seasons. From January to June it flows south or south-east, from June to August north or north-west, and in late August east. During the rest of the year it is variable.

Swell is strong and surf is heavy.

The Langue de Barbarie to the Cape Verde Peninsula

The Langue de Barbarie is some 27 miles long and has been built by the combined efforts of the Canary current and the Senegal. For its last 15 miles it is nowhere more than half a mile wide and it separates the river from the sea. St. Louis (p. 440) stands on an [36] island in the river, but has three suburbs, two on the Langue de Barbarie and one on the mainland. From this mainland suburb, Sor, [996] the railway begins its journey to Dakar. Across the mouth of the

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133 1½ miles off shore from Dakar, is the historic island of Goree (p. 449).
[504] The bay is protected by the Cape Verde peninsula and affords good anchorage at a depth of 11 fathoms, and its beaches provide numerous landing-points for ships' boats.

[361] The village of Hann, in the middle of the shore of Hann bay, is a

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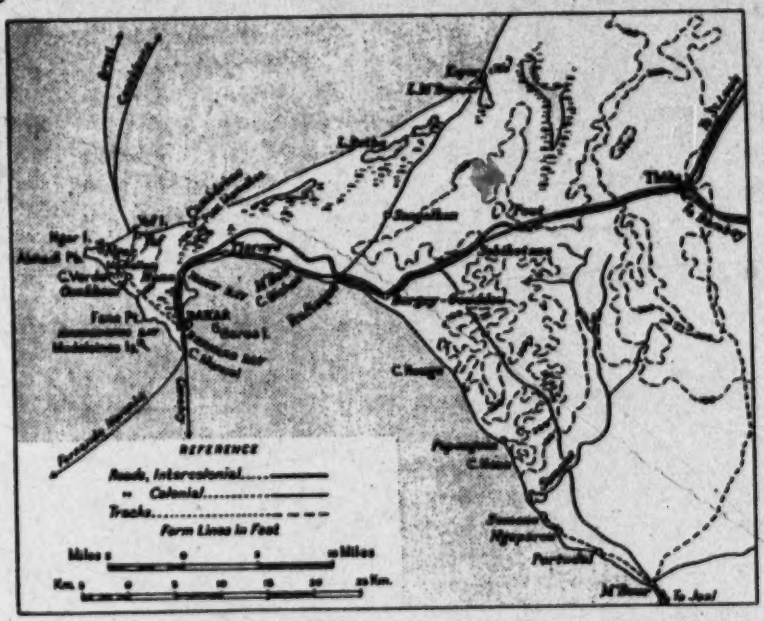

FIG. 48. *The Cape Verde Peninsula*

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[361] seaside resort for the inhabitants of Dakar. There is also a botanical
[369] garden. The intercolonial road and the railway run near the sea and
[491] are never far from it until they pass Bargny-Gouddou. North-east of
[496] Hann there is a narrow lagoon between the sea and the road, and the coast bears away north-east, east, and east-south-east for the 11 miles to Rufisque (p. 449). There is much marshland, and the sole feature of note is Cape Biches, a low promontory 2 miles before the town.
[36] Bargny-Gouddou is 3 miles east-south-east of Rufisque, and beyond it the coast is cut up by creeks and lagoons, which have small seasonal rivers running into them. Behind them are scattered sandhills which rise eastwards to hills of 200 and 300 feet. Cape Rouge, which barely projects into the sea, has red cliffs intersected by wooded ravines.

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The electric power station has a gas-engine plant that burns the residue from ground-nut presses. [36] [377]

Communications. Diourbel is the railway junction for Routes 3 and 4. By the former it is 50½ miles from Thiès and 302 miles from Kidira, and by the latter it is 31 miles from Touba. The intercolonial road leads westwards to Thiès (65 miles) and Dakar (109 miles) and south-eastwards to Kaolack (40 miles), Tambacounda (230 miles), and Nayes (351 miles). Colonial roads go north-eastwards to Dahra (73 miles) and Dagana (162 miles) and south-westwards to Fatik (25 miles) and Kaolack (53 miles). [496] [491]

LOUGA (15° 37′; 16° 16′ W.). Altitude, 128 feet. Population, 4,390. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Power station. Garage. Race-course. Agricultural experimental station and farm school. Daily market. [131] [162] [654]

Louga is the scene of the most important cattle market in the whole colony. It is this that has made it a route centre. Other local products are ground-nuts, gum, and millet. Administratively, Louga is the headquarters of the province of the same name and also a military headquarters. [438]

Electricity is supplied by an oil-driven plant. [377]

Communications. Louga stands at the junction of railway routes 1 and 2, being 119 miles from Dakar, 44 miles from St. Louis, and 81 miles from Linguéré. It is on the intercolonial road from Dakar (121 miles) to St. Louis (47 miles). A colonial road runs eastwards across the colony to Dahra (59 miles), Linguéré (84 miles), and Matam (242 miles). There are also minor roads and tracks. [496] [491]

PODOR (16° 35′; 15° 02′ W.). Population, 3,168. Provincial headquarters. Medical post. Emergency landing-ground. Regional School. Garage. Daily market. [131] [162]

This riverside town is chiefly important for gum arabic. The gum is brought by the Arabs, sold in the market, and shipped down the Senegal to St. Louis. [439]

Communications. By river Podor is 178 miles from St. Louis and 437 miles from Kayes. Throughout the year the Messageries Africaines run a fortnightly service to and from St. Louis. From July to January the boats also go upstream as far as Matam (234 miles) and in August and September to Kayes. Podor is on the colonial road, being 135 miles from St. Louis and 288 miles from Nayes. There is a ferry across the river to connect with tracks to such Mauritanian [487] [505] [491]

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36 towns as Boutilimit and Aleg. There is also a track that runs south-
[491] south-westwards to Yang-Yang. For half the year there is a bus
[494] service twice a week to St. Louis in one direction and to Kidira in the other. 1/1

[131] [162] TAMBACOUNDA (13° 45′; 13° 39′ W.). Altitude, 148 feet. Population, *c.* 4,000. Provincial headquarters. Medical post. Police headquarters. Landing-ground. Wireless station. Hotel. Garage.

[491] On a slight eminence above a marshy tributary of the Sandougou,
[496] Tambacounda is of considerable importance as a route centre. It is not only a road junction but also the most southerly point in
[248] Senegal of the Dakar–Niger railway. Near the town is a sisal plantation.

The hotel is open only from December to May.

[496] By rail Tambacounda is 285 miles from Dakar, 111 miles from
[491] Kidira, and 170½ miles from Kayes. One intercolonial road runs westwards to Kaolack (188 miles), Thiès (295 miles), and Dakar (339 miles); another north-eastwards to Nayes (121 miles) and Kayes (176 miles); and a third southwards to Diabougou (25 miles) and ultimately to Labé (288 miles). Before the war Tambacounda was
[509] connected to Dakar and Bamako by a weekly air service operated by Air France.

[131] [162] THIÈS (14° 49′; 16° 52′ W.). Altitude, 207 feet. Population, 15,451. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School.
[797] Roman Catholic mission. Power station. Hotels. Garages. Railway workshops. Cinemas. Daily market.

Since the opening of the railway in 1885 Thiès has grown from a
[498] collection of native huts to a large town. The railway workshops employ many hundreds of men, and the market handles considerable
[438] quantities of ground-nuts. The town has been built on a slope that declines gently east and north-east to a small stream. The old Fort Faidherbe is still standing, and there is a big Roman Catholic church.

Communications. Thiès is a railway junction, being 43½ miles
[496] from Dakar, 119½ miles from St. Louis, and 352½ miles from Kidira.
[491] It is also a meeting-place of intercolonial roads. One of these comes from Dakar (44 miles) and goes on to St. Louis (124 miles), while the other branches east to Kaolack (107 miles), Nayes (416 miles), and Kayes (471 miles). There are several minor roads, notably one going
[494] south to M'Bour. Along this road there is a regular bus service, with two buses each weekday in either direction.
1/1 [From the town of Podor--Analyst]

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History

175 361 [797] Until the middle of the nineteenth century Dakar was a Lebou village. In 1846, however, a Roman Catholic convent was built there, and eleven years later the village and the Cape Verde peninsula were officially occupied. In 1858 the French Government signed a contract with the Messageries Impériales (now the Messageries Maritimes) whereby ships sailing between Bordeaux and Rio de Janeiro would call at Dakar. The company acquired 7½ acres of land near Dakar point, and in 1863 a small jetty was built. This was the beginning of the port. In 1864 a lighthouse was constructed near [502] Cape Verde and three years later two others, respectively at Almadi [496] point and at Cape Manuel. In 1885 the railway to St. Louis was opened. It was not, however, until 1898 that the idea was conceived [712] of making Dakar a big naval base, and by 1910 it was capable of accommodating vessels of all types. Further improvements have [504] since been effected, and to-day the dry dock is big enough to take a battleship.

The Town

361 Dakar has grown so as to cover the southern part of the Cape Verde peninsula, but the port is on the east side of the town. On the south-west are the cliffs of Madeleines bay and on the south-east those of Bernard bay. Dakar point marks the northern end of the latter. North of the port is Bel Air point, the southern limit of Hann bay.

The medina or native town, which contains nearly half the popula- [491] tion, is to the north-west of the main town. The intercolonial road enters the latter from the north and is continued as the Avenue Gambetta and the Avenue Maginot to an open space where stands [368] the Roman Catholic cathedral. East of the cathedral is the Residence of the Governor-General (Vol. I, Plate 58), magnificently situated on the top of the cliffs overlooking Bernard bay. Farther south are the British Consulate, the Pasteur Institute, the botanical gardens, and, [943] almost at Cape Manuel, the isolation hospital. The buildings of the army headquarters are near Dakar point. West of them are the port offices, the telephone exchange, the principal market, the Mairie (Plate 117), and the law courts. The town contains innumerable shops and offices and many clubs, cafés, hotels, and other amenities of modern civilization.

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[RUFISQUE]

439 Rufisque was the first port from which ground-nuts were exported, and to-day ground-nuts are still the main article of trade. In the first quarter of 1939 it exported 25,152 tons of them. On the north side
504 of Goree bay, Rufisque can only handle small ships. There is anchorage off shore in 3–7 fathoms, but from July to November heavy swell makes it almost unusable.

633 Since 1937 the town has been in the District of Dakar.

Jetties and Equipment. There are three jetties with alongside depths
504 of at least 9½ feet. Two of these are of iron, one being 603 feet long and 33 feet wide with an extension by a wharf 65 feet long and 52 feet wide. The third is of concrete and is 656 feet long. Decauville tracks connect these jetties to the railway. There is one 5-ton crane and one 2-ton, besides smaller ones. There are 4 tugs and 2 lighters.

Communications

496 *Rail.* By rail Rufisque is 17 miles from Dakar, 26½ miles from Thiès, 146 miles from St. Louis, and 268 miles from Tambacounda.

491 *Road.* The intercolonial road runs from Dakar (15 miles) through to Thiès (29 miles), where it divides. Eight miles beyond Rufisque a colonial road branches off it to go to M'Bour (38 miles), Joal (61 miles), and Fatik (101 miles). Another colonial road goes north-eastwards from the town to Sangalkan (6 miles) and Kayar (17 miles).

36 [131] [162] M'Bour (14° 21′; 16° 57′ W.). Population, *c.* 4,500, including 175 Europeans. Mixed Commune. District headquarters. Custom-house. Medical post. Police station.

The town of M'Bour stands at the head of a shallow cove which extends for a mile out to sea as a passage between two reefs. Inside [504] the cove the water is up to 4½ feet deep, and there is a wharf used by surf-boats. Ships anchor 2½ miles off shore, but heavy swell makes [439] conditions difficult from June to November. Ground-nuts and millet are exported.

[491] M'Bour is on the colonial road from Rufisque (38 miles) to Joal (23 miles) and Fatik (63 miles). Several minor roads lead inland, [494] notably one to Thiès, along which there is a bus service twice a day. For half the year there is also a service to Joal.

[131] [162] Joal (14° 09′; 16° 51′ W.). Population, *c.* 900. Custom-house. Roman Catholic mission.

[175] Joal was founded by the Norman Company in the middle of the seventeenth century. It was captured by the Dutch in 1677 and by

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	Francs
Federal administration (salaries)	10,206,400
Federal administration (other expenses)	1,636,000
Financial department (salaries)	1,447,000
Financial department (other expenses)	370,000
Posts, telegraphs, &c. (salaries and wages)	6,631,000
Posts, telegraphs, &c. (plant and materials)	3,492,000
Public works	6,782,000
Social and economic departments (salaries)	8,868,000
Social and economic departments (other expenditure)	10,850,000
Sundry disbursements	2,726,000
Secret funds	12,600
Unforeseen expenses	25,000
Water department (salaries)	748,000
Water department (other expenditure)	5,545,500
TOTAL	60,033,000

In 1937, however, Extraordinary Expenditure amounted to 8,445,000 francs (£67,875).

The budget for the Port of Dakar has already been given on p. 447.

14. COMMUNICATIONS

WATERWAYS

THE navigable rivers and estuaries of the colony have been fully described in Volume I, pp. 366–7. The principal distances from St. Louis up the Senegal river are as follows:

	Miles
St. Louis	0
Rosso	82
Dagana	116
Podor	177
Boghé (Mauritania)	247
Kaédi (Mauritania)	341
Matam	400
Bakel	519
Ambidedi (French Sudan)	574
Kayes (French Sudan)	603

RAILWAYS

There are 648 miles (1,043 km.) of railway in the colony, all of metre gauge. For purposes of description six lines may be distinguished.

1. Dakar–St. Louis (163 miles).
2. Louga–Linguéré (81 miles).

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Mali MS35

3. Thiès–Kidira (352½ miles).
4. Diourbel–Touba (31 miles).
5. Guinguiné–Kaolack (14 miles).
6. Kaolack–Lyndiane (6½ miles).

History

The first plan for a railway was made by Pinet-Laprade in 1857. It was to connect the head of navigation on the Senegal with a suitable point on the Niger, and in 1863 Mage prospected the country between Medine and Bamako. During the next fifteen years or so various other schemes were proposed. All of them were chiefly concerned with the military conquest of Cayor, of the middle Niger basin, and of the lands between Timbuktu and Algeria. Many of them envisaged a trans-Saharan line, and there seems to have been little thought of economic development.

On 5 February 1880 a Bill was introduced into the French Chamber of Deputies to authorize a line from Dakar to St. Louis with a branch to Medine and the middle Niger. It was considerably amended before being passed, the chief alteration being the excision of the section from St. Louis to Medine.

Surveys of the two other sections were made, and on 21 June 1882 a contract was signed with the Société de Construction des Batignolles to build a line from Dakar to St. Louis. This company remained the owner of the line until it was bought out by the Government in 1933. European labour was largely employed in construction, and this meant that work had to be suspended from July to November each year. In spite of this and other difficulties, the line was opened on 6 July 1885. This was the first railway in West Africa.

It soon became apparent that faulty methods had been used. The wooden sleepers were eaten by termites and the track had been very poorly ballasted. These defects, however, were eventually remedied.

The railway achieved its military purpose, but its economic results were of equal value. In particular, it stimulated the production of ground-nuts by providing means for their export. This had important effects on the development of Dakar and of Rufisque.

Meanwhile a little progress had been made on the section linking the Senegal with the Niger. In contradistinction to the Dakar–St. Louis line, the work was done by the Government. It had an inauspicious beginning. Medine is 625 miles by river from St. Louis and can only be reached by barge in August and September. Material brought from the port was seldom taken farther than Kayes, and goods

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123. *Railway bridge across the Falémé at Kidira*

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124. *Diourbel: the railway station*

[facing p 464]

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Mali MS 35

was at Koussanar, and when war came in 1914 it had reached a place called Cotiari Naoudé, 258 miles from Thiès. In 1920 a force of 8,000 labourers was recruited, and the line was completed on 5 August 1923.

Branch Lines. Work on the branch from Guinguiné to Kaolack began on 6 June 1911, and the line was officially opened on 1 January 1912. This railway, of course, has transformed Kaolack and has been the prime factor in its growth to its present importance. The private line from Kaolack to Lyndiane was built by the firm of Charles Peyrissac et Cie in 1925.

The line from Diourbel was originally planned to go to Tal-Tal and Thiel. Construction began on 1 December 1929, and the line reached Touba on 1 March 1931. Financial difficulties postponed further extension, and nothing more has been done up to the present. This branch has proved valuable to local producers of ground-nuts and has been more successful than its contemporary to Linguéré.

This latter was begun from Louga early in 1929 and reached Coki (18½ miles) on 1 October that year. Railhead was at Dahra on 1 October 1930 and the whole line was finished on 1 October 1931. Results have not been quite as good as had been hoped.

Permanent Way, Locomotives, and Rolling-stock

Rails and Sleepers. The section from Dakar to St. Louis has rails weighing 30 kg. per metre (61 lb. per yard) bought second-hand from the Nord Railway of France in 1929, and that from Thiès to Kayes has rails weighing 25 kg. and 26 kg. per metre (50½ lb. and 52½ lb. per yard). The track from Kayes to Koulikoro was originally laid with rails weighing 20 kg. per metre (40 lb. per yard) and was notorious for its numerous rail breakages; but it is now in process of being relaid on a new alinement with rails weighing 30 kg. per metre (61 lb. per yard). The Louga–Linguéré branch was given the old rails from the Dakar–St. Louis line. These weigh 20 kg. per metre (40 lb. per yard).

Sleepers are of steel.

Gradients and Curvature. These vary considerably, but there are no gradients steeper than 1: 30, and the minimum radius of curves is 197 yards. It is intended ultimately to reduce these figures to 1: 71 and 219 yards respectively.

Bridges. The principal bridges are noted in the itineraries below. Minor bridges are of steel and concrete, and in many cases old rails are used as reinforcing bars. Culverts are numerous.

22:Winterbotham et al. K-4 (no date) 1944 M837 Senegal MS 37

Itineraries

Route 1

DAKAR–ST. LOUIS

Distance from Dakar Km.	*Distance from Dakar* Miles	*Elevation in feet*	*Stations*	*Itinerary*
0	0	..	DAKAR	The main passenger station is by the Bassin Ouest. Immediately north-west are workshops and a goods station. Numerous tracks run along the sides of the basins, and, ¾ mile from the station, there is a branch that connects to the quarries, 3 miles to the west.
4	2½	..	..	At 2½ miles a track turns south-east to the goods station by the oil-fuel depot. At first the main line runs north, but it gradually bends east in conformity with the shape of Hann bay. It is close to the sea across the marigot of Hann, but turns a little inland to reach Tiaroye station. This is 1½ miles from its village. The line continues inland, avoiding plantations of palm trees, and follows a somewhat winding course to Rufisque. The station is on the north side of the town, about ½ mile from the sea. The line keeps parallel to the shore as far as the village of Bargny-Gouddou. Here it swings north-east through wooded undulating country to the brushwood Forest of Thiès. This is on the top and face of a scarp, and the railway makes use of a narrow valley to reach
13	8	33	TIAROYE	
20	12½	..	M'BAO (halt)	
27	17	33	RUFISQUE	
32	20	..	..	
46	28½	82	SEBIKOTANE	
55	34	66	POUT	

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Distance from Dakar Km.	Distance from Dakar Miles	Elevation in feet	Stations	Itinerary
70	43½	207	THIÈS	the important junction of Thiès, the highest station of this part of the railway. There are sidings and workshops. The line to Koulikoro continues to the east, but that to St. Louis turns north-east, running parallel with and about 20 miles from the coast. It traverses a sandy and inhospitable region, which is, nevertheless, important for ground-nuts. The line runs in long straight stretches and is never far from the road.
92	57	164	TIVAOUANE	
104	64½	131	PIRÉ-GOUREYE	
120	74½	132	MBIRÉ	
130	81	125	KELLÉ	
142	88	130	N'DANDÉ	
155	96	133	KÉDEMER	
171	106	131	GOUMBO GUEOUL	
192	119	128	LOUGA	At Louga there is a junction with the branch that goes south-east to Linguéré. The main line adopts a more winding course across a thinly vegetated area, descending gently. At M'Pal it turns west over sandy country to reach the coastal marshlands at Leybar. The Leybar marsh itself is crossed by a bridge of 4 spans, respectively of 89 feet, 108 feet, 89 feet, and 108 feet. The line terminates at Sor (Fig. 53), where there are three stations: goods, main, and harbour. The last named is on a branch track, which runs on to the principal jetty. There is no railway bridge across the Senegal.
217	135	66	SAKAL	
230	143	33	M'PAL	
244	151½	16	RAO	
257	159½	..	LEYBAR (halt)	
258	160	..	..	
262	163	7	ST. LOUIS	

[498]

[498]

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Route 2

LOUGA–LINGUÈRÈ

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Distance from Louga Km.	Miles	*Elevation in feet*	*Stations*	*Itinerary*
0	0	138	LOUGA	The line branches south-east away from the main line from Dakar to St. Louis. It then turns east to maintain a generally eastwards direction. The country varies little in height and is devoid of features of interest. The line is rarely more than a hundred yards from the road. In its last stages it makes use of a ouadi commonly called the Ferlo Valley.
22	13	151	OUARRAC	
30	18½	157	COKI	
43	27	164	TIAMEN	
57	35½	190	N'DIAO	
68	42	180	BOUTHIOSÉ	
84	52	131	NIANDOUL	
92	57	98	DAHRA	
104	65	138	SOMMÉ	
116	72	118	OUARKHOR	
131	81	33	LINGUÈRÈ	Linguéré itself is a road junction of considerable local importance.

[491]

Route 3

THIÈS–KIDIRA

Distance from Dakar Km.	Miles	*Elevation in feet*	*Stations*	*Itinerary*
70	43½	207	THIÈS	Leaving the route for St. Louis, this line bears south-east and then east to descend to Kombole, passing through densely populated areas. From Kombole it runs almost due east-south-east all the way to Diourbel. It crosses a number of minor valleys. At Diourbel is the junction with the branch to Touba. The main line turns sharply south-east through country covered with brushwood and clumps of trees.
85	53	112	THIÉNABA (halt)	
96	60	36	KOMBOLE	
110	68	52	DANGALMA (halt)	
124	77	66	BAMBEY	
139	86	72	DIABAYE LAGNAR (halt)	
151	94	39	DIOURBEL	
165	102½	81	TOUBA (halt)	
178	110½	82	GOSSAS	
197	122	66	GANIEK (halt)	

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

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Distance from Dakar Km.	Miles	Elevation in feet	Stations	Itinerary
206	128	65	GUINGUINÉ	The branch line from Kaolack leaves Guinguiné in the same direction as the main line approaches it. The latter curves gently to assume an easterly course. The Saloum, now shrunk to a tiny seasonal stream, is crossed by a culvert shortly after Birkelane.
231	143½	33	BIRKELANE	
233	145	..	..	
252	156½	39	KAFFRINE	As far as Malème, 4 miles beyond Malème-Hodar station, the line is accompanied by the road, but subsequently runs to its north. The railway comes somewhat south of its most direct route, partly to skirt the arid Ferlo region and partly to divert trade from the Gambia. Most of the villages in this section are the result of the railway. After Sinthiou-Malème the line makes use of the upper part of the valley of the Sandougou, and so reaches Tambacounda, the route's southernmost point in Senegal.
280	174	131	MALÈME-HODAR	
310	193	148	MAKA YOP	
333·5	207	98	KOUNGHEUL	
361	224	70	KOUPENTOUN	
389	242	130	MALÈME-NIANI	
413	257	66	KOUSSANAR	
433	269	39	SINTHIOU-MALÈME	
459	285	148	TAMBACOUNDA	
486	302	72	COTIARI NAOUDÉ	Bearing north-eastwards, the line runs across a marshy but fertile plain, and, beyond Bala, across undulating country. Between Couténabé and Sinthiou Fissa it rises to its highest point, the watershed between the Gambia and the Senegal basins. As far as Couténabé the line keeps in close company with the road, but from this point onwards the two are apart, the road running to Nayes and the railway
521	324	164	BALA	
550	342	223	BOUIGHEUL BAMBA	
573	356	180	GOUDIRI	
592	368	230	COUTÉNABÉ	
607	377	331	..	
620	385	213	SINTHIOU FISSA	

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22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37.

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Distance from Dakar Km.	Distance from Dakar Miles	Elevation in feet	Stations	Itinerary
638	396	98	KIDIRA	to Kidira. The latter is on the Falémé, which is the border of French Sudan, and it is 59½ miles from Kayes and 405 miles from Koulikoro.

Route 4

DIOURBEL–TOUBA

Distance from Diourbel Km.	Distance from Diourbel Miles	Elevation in feet	Stations	Itinerary
0	0	39	DIOURBEL	Leaving the main line a little over a mile from Diourbel station, this branch line bears north-east. It maintains this general direction throughout its course, having only gentle curves and gradients. The country on either side of the line is extensively cultivated for ground-nuts.
16·5	10	34	DOULO	
29	18	102	DALA	
39	24	161	MBAKÉ	
50	31	167	TOUBA	

Route 5

GUINGUINÉO–KAOLACK

Distance from Guinguiné Km.	Distance from Guinguiné Miles	Elevation in feet	Stations	Itinerary
9	6	65	GUINGUINÉO	Coming out of Guinguiné by the north-west, the line curves very abruptly to run south-west. It is alongside the road all the way. At Kaolack the main station is almost on the bank of the Saloum, but just before it there is a junction with the line to Lyndiane.
22	14	12	KAOLACK	

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

Route 6

KAOLACK–LYNDIANE

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Distance from Kaolack Km.	Miles	Elevation in feet	Stations	Itinerary
0	0	..	KAOLACK	After leaving the main line, this railway runs through its own station. It turns north-west and then west-north-west to follow the road. Five miles from the town it curves south-west to reach the landing-stage at Lyndiane.
10·5	6½	..	LYNDIANE	

ROADS

There are 984 miles (1,584 km.) of intercolonial roads, 66 miles (106 km.) of an Imperial road, and some 2,000 miles (3,300 km.) of colonial roads. The impression that these figures give, however, needs two qualifications. Firstly, there are considerable areas of the colony without roads, and, secondly, many of the roads are by no means up to the standard of their class. 491

Intercolonial

Intercolonial roads exist as follows: Dakar–St. Louis, Thiès–Nayes, Tambacounda–border of French Guinea, and Kaolack–frontier of the Gambia.

Itineraries. The road from Dakar to St. Louis follows much the same route as the railway. It goes along the coast to Rufisque (15 miles) and then turns inland to Thiès (44 miles). Running roughly parallel to the Atlantic coast, it goes through Tivaouane (57 miles) and Louga (121 miles) to M'Pal (144 miles). It then turns towards the sea to reach St. Louis (168 miles). This road is one of the best in the Federation. Between Dakar and Thiès the surface is tarmac and between Thiès and St. Louis it is firm laterite. A lorry takes about 11 hours to cover the whole distance.

The second road also follows the railway, except between Gossas and Kaffrine. Leaving Thiès by the east, it makes a huge curve through Diourbel (64 miles) and Gossas (80 miles) to Kaolack (107 miles). After that it follows a generally easterly direction by way

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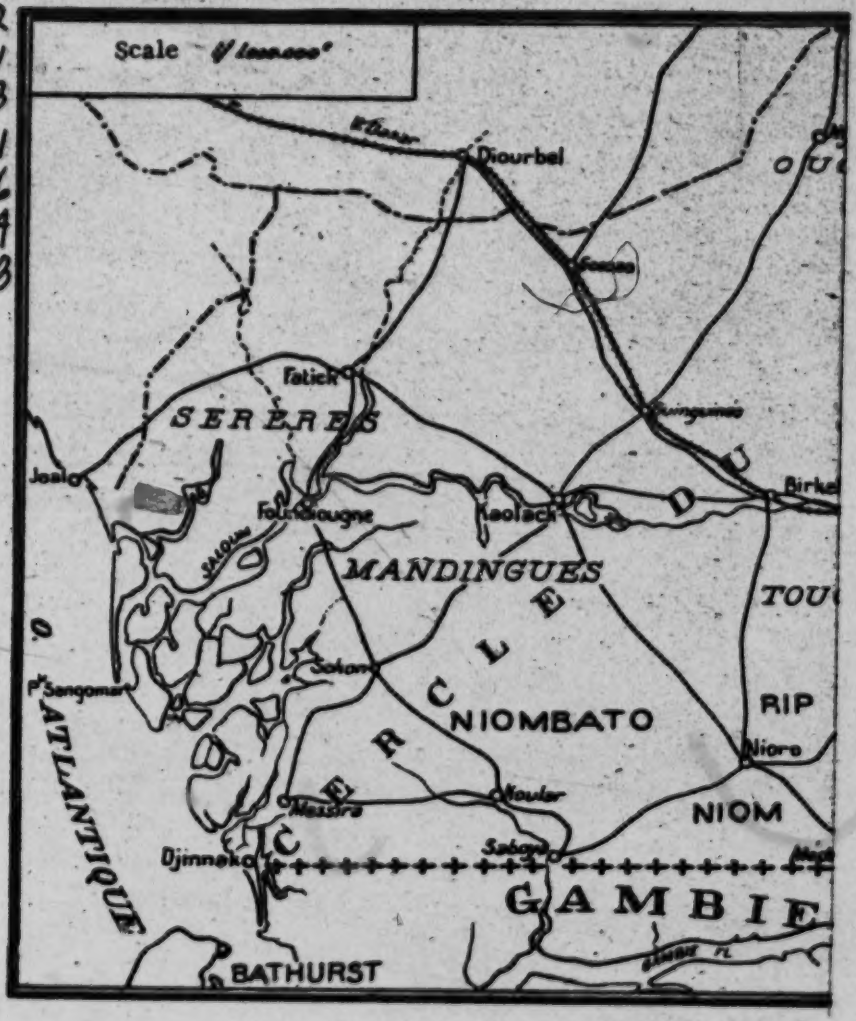

Circle of Sine Saloum

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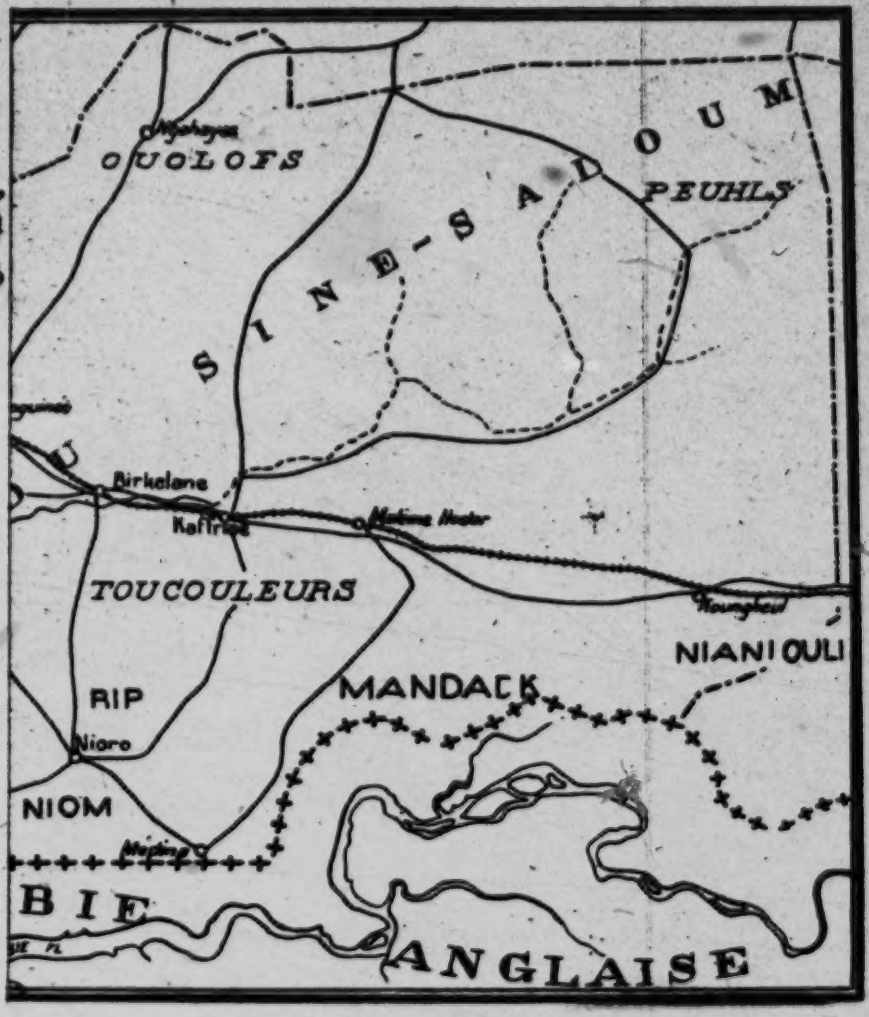

Circle of Sine Saloum

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633 [647] instance, a customs office, and a telegraph, telephone, and post office. The various administrative services are represented there (public works, treasury, medical aid, education, agriculture, veterinary medicine, etc.).

433 Financial situation. Taxes. The circle of Sine-Saloum is constantly increasing in importance because of its size, population, and economic resources.

[496] [491] [505] Because of its exceptional location, the railway from the Sudan crosses it over a distance of 190 kilometers. Seven stations mark it out. Its railroad network and its system of highways and canals permit it to drain to Kaolack and [439] Foundiougne all of the products of the soil. Thus, the total commerce for 1927 (imports and exports combined) amounted to 350 million francs for the circle. The customs duties collected for the benefit of the general budget of French West Africa reached 13 million francs. The taxes from the tax rolls (personal taxes, patents, licenses, etc.) have risen to 25 million francs, whereas they did not exceed the figure of 4,300,000 francs in 1923. The advance is thus remarkable.

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Native personal taxes alone in 1927 provided 3,768,355 francs, whereas in 1921 they brought in only 2,791,000 francs.

Taxes on livestock went from 270,000 francs in 1921 to 425,000 francs in 1927.

871 [875] [872] /104/ Education. Instruction is given to the children by French and native teachers. There is a regional school with 500 pupils at Kaolack. Primary schools are operating at Fatick, Foundiougne, Sokone, Gossas, Kaffrine, and Nioro. In all, 1,200 children receive instruction; only an elite goes to school. A need for the creation of new centers of education is felt, especially at Birkelane, Koungheul, Gandiaye, Niakhar, and Tataguine. Nevertheless, although instruction in French is given only in our schools, the natives also receive some rudiments of instruction in the Koranic schools. The latter are quite numerous.

1 [in KAOLACK - ANALYST]

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244 contract, depending on the region, between 100 and 120
466 francs.
[465] The European agricultural concessions should draw inspiration from this custom. In order to retain a labor force, it would be proper to assure the native food and lodgings and leave a small field at his disposal, while at the same time allowing him a day or two a week to work for himself.

This formula is applied in Latmingué by the Société des plantations, which exerts all its efforts on the cultivation of manioc.

433 Economic facilities. The economic facilities of the circle include ports, railroads, highways, inland waterways, and a telegraph, telephone, and postal network.

504 Ports. These are river ports where the tide permits ocean-going steamers, not exceeding a certain tonnage, however, to conduct their operations along the wharves or landings built along the steep banks.

The Saloum has two ports of this type: Kaolack and Foundiougne.

The Sine has one port, Niamnioro.

The Miniminian, an affluent of the Gambia, has one port, Saboya.

On the Saloum, between Foundiougne and Kaolack, two more embarkation points are visited: Kamatane, included in the concession of MM. Civrac frères (left bank), and Lyndiane, included in the concession of the Société des Anciens Etablissements Charles Peyrissac et Cie. (right bank).

On all of the other channels or marigots /107/ embarkation and debarkation points -- with wharves -- accessible only to cutters with a tonnage between 25 to 50 tons have been installed. These cutters make the transit and carry their cargo to the big ports of Kaolack, Foundiougne, and Niamnioroh.

Over the past several years, Kaolack has become an important embarkation and debarkation point. It is also the
•[496] natural port of the French Sudan because it has the advantage of being linked to this colony by a branch which connects it

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504 to the Thiès-Niger railroad. The Kayes-Kaolack route saves
[496] about 225 kilometers for the merchandise on the Kayes-Dakar journey, which is appreciable, considering the high cost of the railroad rates.

Exporters, and even importers, therefore have an interest in using the port of Kaolack.

To justify this interest, however, it was necessary: 1st,
[502] to put marker buoys on the Saloum; 2nd, to equip the port.

The buoying was completely redone in 1922; it is examined and repaired each year.

Modern facilities for the port are on the way to being realized.

504 653 New works at the port of Kaolack. The government of the colony, after having made different studies concerning the arrangements at the port of Kaolack, opened a competition at the beginning of 1927, by means of which it called on the large public-works enterprises to submit proposals for the arrangements on the right bank of the Saloum River for a distance of 350 meters, with the view of enabling ocean-going vessels to load and unload their merchandise directly, without the aid of barges or tenders, and for the construction of a
[491] permanent bridge on the Saloum, about 200 meters long, intended to replace the Noirot bridge, located about two kilometers upstream from the port.

The plans of the Société de constructions Edmond Coignet, of Paris, which were classed No. 1 as being the most adequate for the requirements of commerce and as requiring the least expense, anticipate the following construction and arrangements:

504 A reinforced concrete landing, 350 meters /108/ long and eight meters wide, whose upstream end will be near the Chavanel wharf, and whose downstream end will extend 110 meters toward the present downstream landing of the Thiès-Niger railroad.

The bank of the new work will coincide with the frontage of the approach of the existing landing and in addition will be protected by reinforced concrete pilings every 30 meters.

The landing will be constructed to support a uniformly distributed load of 3,000 kilograms per square meter, as well

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491 line in addition to the normal traffic of pedestrians and vehicles.

653 The colony of Senegal, in concert with the Société Coignet, is currently preparing the agreement, which will be passed immediately and which will require three years for the landing, the embankments of the terrepleins, and the bridge.

The realization of the works and arrangements planned will be an interesting example of close co-operation between the government of the colony, the public works services, the [441] Kaolack Chambre de Commerce, and private enterprise.

433 To demonstrate the importance of the port of Kaolack, it is sufficient to put some figures before the eyes of the reader. One will get an idea of the growth of the commercial movement that the privileged location of Kaolack on the river enabled one to foresee 15 years ago.

433 505 In 1905, Kaolack was still a small, insignificant village. Foundiougne was the great port of the Saloum. But Kaolack was the outlet for an entire hinterland much larger; it was the access route of the products from Baol and Haut-Saloum /Upper Saloum/; finally, it was the natural port for the Sudan. Its approach, 120 kilometers from the ocean and made difficult by the passage of the Sangomar channel and [502] the sandbanks of the river, has been facilitated by the buoys. Running aground has become much rarer. Piloting, however, is obligatory.

496 433 Railroads. The railroad from Thiès to Niger, /110/ extended by a branch of 22 kilometers, which starts at Guinguinéo and ends at Kaolack, brought out the full importance of the latter point as the lands located near the railroad were improved. This development will take several years. It is steadily and fully progressing today. Like all railroad lines, the artery of the Thiès-Niger breathes life into formerly deserted regions, which are now being populated and opened for colonization.

498 504 Undoubtedly Kaolack benefited from the non-application of the Franco-British pact of April 8, 1904. As is known,

/110 cont./

648 504 according to this agreement, Great Britain left to us on the Gambia River, along with the territory of Kantora, the port of Yarboutenda, which she thought was accessible to ocean-going vessels. If this advantage did not exist, the text added, a port would be selected downstream and ceded to France, along with the lands defined by an arc of one kilometer in radius. Later on, Yarboutenda was discovered to be inaccessible to ocean-going vessels. The French government then had the right to select a port on the Gambia which offered the advantages that the agreement consented to give us. After study, the port of Nianimaro was selected by the Government-general of Dakar. But the negotiations between Paris and London were never concluded.

496 504 Because of its natural position on a navigable river, Kaolack has remedied a situation which might have been very disadvantageous for our commerce. The rail line was even extended from Kaolack to Lyndiane, over a distance of 12 kilometers, in order to favor a private enterprise established on the river at this place.

Lyndiane is in fact a point on the right bank of the Saloum where vessels can tie up easily. The Etablissements Ch. Peyrissac et Cie., who own this port and have branches in both Senegal and the Sudan, have a real advantage in this privileged situation.

496 We have given some indication above of the development of the railroad: 190 kilometers in Sine-Saloum. The seven stopping stations are: Gossas, Guinguinéo, /111/ Birkelane, Kaffrine, Malem Hodar, Maka-Yop, and Koungheul, all located at the outlet of trade routes carrying groundnuts.

491 Roads. Branching off from this railroad line, as well as from all the major centers, many highways streak across the country in every direction. These roads, or rather dirt roads, [494] are for the most part accessible to automobiles: tourist cars and transport trucks.

There are more than 3,000 kilometers of dirt roads in the circle, of which 2,000 kilometers are used daily in the dry